

11b. 2012SP-013-001

STEPHENS VILLAGE - WEST

Map 169, Parcel(s) 058, 060

Council District 35 (Bo Mitchell)

Staff Reviewer: Jason Swaggart

A request to rezone from AR2a, RS40, RS30 and CL to SP-MU zoning (portion within PUD Overlay and proposed for cancellation), properties located at 8423 Highway 100 and 5948 Pasquo Road, at the southeast corner of Highway 100 and Natchez Trace Parkway (35.31 acres), to permit residential and various non-residential uses, requested by Ragan-Smith- Associates Inc., applicant, W.E. Stephens and W.E. Stephens Jr., Trustee, Stephens Christian Trust, owners. (See also PUD cancellation case # 96P-016-001).

Staff Recommendation: APPROVE WITH CONDITIONS AND DISAPPROVE WITHOUT ALL CONDITIONS

APPLICANT REQUEST

Cancel Planned Unit Development Overlay and rezone to permit a multi-use development.

Cancel PUD

A request to cancel the Westwood Trace Residential Planned Unit Development Overlay District located at 8423 Highway 100 approved previously for 37 single-family lots (CB O96-539), at the southeast corner of Highway 100 and Natchez Trace Parkway, zoned Single-Family Residential (RS30) and Commercial-Limited (CL) and proposed for Specific Plan – Mixed Use (SP-MU) (19.2 acres).

Zone Change

A request to rezone from Agricultural and Residential (AR2a), Single-Family Residential (RS40), Single-Family Residential (RS30) and Commercial Limited (CL) to Specific Plan – Mixed-Use (SP-MU) zoning (portion within PUD Overlay and proposed for cancellation), properties located at 8423 Highway 100 and 5948 Pasquo Road, at the southeast corner of Highway 100 and Natchez Trace Parkway (35.31 acres), to permit residential and various nonresidential uses..

Existing Zoning

Agricultural/Residential (AR2a) District requires a minimum lot size of 2 acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per 2 acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *The AR2a district consists of approximately 13 acres and would permit a maximum of six residential lots.*

RS40 District requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *The RS40 district consists of approximately three acres and would permit two single-family lots.*

RS30 District requires a minimum 30,000 square foot lot and is intended for single-family dwellings at a density of 1.23 dwelling units per acre. *A PUD Overlay also applies to the area zoned RS30 and permits a total of 37 single-family lots.*

Commercial Limited (CL) District is intended for retail, consumer service, financial, restaurant, and office uses. *The CL district consists of approximately 0.61 acres and would permit a maximum of 15,942 square feet of non-residential floor space.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) District is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

CRITICAL PLANNING GOALS

- Preserves Creates Open Space
- Preserves Environmental/Historic Resources
- Provides a Range of Housing Choices
- Fosters Distinctive, Attractive Mixed-Use Communities

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- Creates Walkable Neighborhoods

As proposed, the Stephens Village – West Specific Plan meets several critical planning goals. With its mixture of uses, abundant sidewalks and pathways, open space, strategically placed buildings and parking, the plan creates an interesting walkable community. The plan provides an alternative housing choice from the single-family lot which is typical of the area, and the nonresidential uses will provide easy access to services for people who chose to live in the community and who reside in the area. The proposed boutique hotels will provide opportunities to bolster local tourism associated with the Natchez Trace Parkway and Loveless Café. The plan provides buffering along the property boundary with the Pasquo Church of Christ which is listed as Worthy of Conservation. Above all, the plan accomplishes this while preserving a majority of the existing hillside, including the steepest slopes and mature forested areas.

BELLEVUE COMMUNITY PLAN

Land Use Policies

T2 Rural Neighborhood Center (T2 NC) policy is intended to preserve enhance, and create rural centers that are compatible with the general character of rural neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. T2 Rural Neighborhood Centers are pedestrian friendly areas generally located at defined intersections and contain commercial, mixed use, civic and public benefit land uses, with residential present only in mixed use buildings. Rural centers serve rural neighborhoods within a 10 minute drive. A special policy also applies to this property and offers the following guidance:

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path is planned along Highway 100 that should be taken into account with development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and paths.
- Design Principle: Connectivity (Vehicular)
 - The Implementing Complete Streets: Major and Collector Street Plan recommends widening Highway 100 to three lanes from McCrory Lane to Temple Road. This recommendation should be taken into account with any development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these improvements.
- Non-Conforming and Inconsistent Land Uses
 - There is a vacant property (Map/Parcel 16900005500) at 0 (unnumbered) Highway 100, just south of the area commonly known as the Loveless Café. The property is currently zoned CS (commercial services). Over time, this property should be rezoned to be consistent with policy.
- Historically Significant Sites or Features
 - There are two sites, a log house and the Loveless Café and Sign (Map/Parcels 16900001300 and 16900001400), listed as Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historic Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the Community Character Manual for additional guidance.

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built. A special policy also applies to this property and offers the following guidance:

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T3 Suburban Neighborhood Evolving area. Should any development or re-development occur, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 06-CO-01.

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- This area is nearby the T2 Rural Neighborhood Center policy Area 06-T2-NC-01 that includes the Loveless Café. Development that transitions to the rural character of that area and the Natchez Trace State Parkway should be provided.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path is planned along Highway 100 that should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - Bikeway and pedestrian connections should be provided to the adjacent Conservation policy Area 06-CO-01 and to the Natchez Trace Parkway.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths, bikeway and pedestrian connections.
- Historically Significant Sites or Features
 - There is one site (Map/Parcel 16900005900) which contains the Pasquo Church of Christ Cemetery and is considered Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the Community Character Manual for additional guidance.

Conservation (CO)

CO policy is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

Consistent with Policy?

Yes. Overall, the plan is consistent with all the land use policies that apply to the site. The plan will create a walkable rural village center which will provide services and alternative housing choices that are not found in the area. The plan maintains the rural and scenic character along Highway 100 and provides for a more suburban character along Pasquo Road. The plan provides adequate buffering to the Pasquo Church and the Loveless Cafe which will minimize any negative impacts. The plan accommodates the proposed Natchez Trace Connector by providing a multi-use path along Highway 100. The plan preserves large contiguous areas of the hillside including steep slopes and forested areas.

PLAN DETAILS

The Westwood Trace Planned Unit Development was approved by Metro Council in 1996. The plan is approved for a maximum of 37 single-family lots. Currently no final site plan has been approved and no development has taken place under the PUD.

This request is for a Specific Plan (SP) zoning district to permit a mixed-use development consisting of residential and non-residential uses. The subject site is located along the south side of Highway 100 between the Natchez Trace Parkway and Pasquo Road in Bellevue. The site is just north of Williamson County directly across the street from the Loveless Café.

The subject site is mostly vacant with the exception of two single-family homes. A majority of the site contains dense woods, but there are also open areas including a large open area adjacent to Pasquo Road. A small stream which is under study and may be downgraded to a ditch runs along portions of the property adjacent to Highway 100. The site contains significant slopes including steep slopes greater than 25 percent. Small areas of steep slopes are scattered about the site. Larger contiguous areas of steep slopes are located near the southern site boundary and along portions of Highway 100. The site falls approximately 135 feet from the highest elevation which is along the southern property line to the lowest elevation which is along Highway 100.

Site Plan

The site plan identifies two separate development areas. The area closest to Highway 100 consists of non-residential uses and is identified as the Village Commercial District. The other area is adjacent to Pasquo Road and consists of townhomes and stacked flats (multi-family residential) and is identified as the Residential District.

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The site plan presents a conceptual layout. Since the layout is conceptual *minor* modifications may be made with the final site plan. While the layout may change slightly with the final site plan, the plan provides development standards which will regulate all development in the district.

Village Commercial District Standards

The proposed Village Commercial District permits a variety of non-residential uses. Some uses are permitted outright and others are permitted with condition (PC), accessory (A), or by special exception (SE). Generally the conceptual plan calls for a village type setting. Buildings are located along internal streets with parking located on street and behind and beside buildings. Buildings are connected by sidewalks which also connect to an extensive sidewalk and pathway system. Following is a list of the permitted uses:

Land Use Table

Cultural Center	ATM	Multi-Media Production
Religious Institution	Bed and Breakfast	Printing and Publishing
Day Care (PC)	Hotel/Motel	Club
School Day Care (A)	Personal Care Services	Commercial Amusement Inside
Business School	Business Services	Greenway
Personal Instruction	Restaurant- Full Service	Park/Playground
Community Education	Restaurant - Take Out	Recreation Center
Financial Institution	Restaurant- Fast Food	Rehearsal Hall
General Office	Bar or Nightclub	Theater
Leasing/Sales Office	Liquor Sales	Temporary Festival (SE)
Medical Office	Retail	Water/Sewer Pump Station
Rehabilitation Services	Home Improvement Sales	Pond/Lake
Veterinarian (PC)	Audio/Video Tape Transfer	

The plan also provides specific bulk standards which are as follows:

- Minimum Setback from Highway 100: 70 feet
- Minimum internal street setback: 5 feet
- Maximum height (Commercial): 2 stories
- Maximum height (Hotel/Motel): 2 stories
- Maximum height (tower/overlook): 45 feet
- Maximum FAR: 0.30
- Maximum ISR: 0.35

Residential District Standards

The residential district calls for two different housing types – stacked flats and townhomes, each type are classified as multi-family under Metro Zoning Code. A maximum of 116 units are proposed (this includes both housing types). Units along Pasquo Road face Pasquo and offer a suburban character. Other units front onto open space areas. A majority of the district is located in the area that is currently open field and will not require the removal of large areas of mature trees. Bulk standards outlined in the plan are as follows:

Stacked Flats

- Minimum setback to internal street: 5 feet
- Garage door setback to drive aisle: 5 to 8 feet or greater than 20 feet
- Garage door setback to back of sidewalk: 22 feet
- Minimum setback from Pasquo: 50 feet
- Minimum perimeter setback: 30 feet
- Minimum distance between buildings: 10 feet
- Maximum Height: 2.5 stories (3 interior floors)

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Townhomes

- Minimum lot area: 1,250 square feet
- Minimum rear setback: 5 feet
- Minimum side setback: 0 feet
- Garage door setback to drive aisle: 5 to 8 feet or greater than 18 foot minimum
- Minimum setback from Pasquo: 50 feet
- Minimum perimeter setback: 30 feet
- Minimum distance between buildings: 10 feet
- Maximum Height: 2 stories (excluding walkout basement level)

Environmental Features

As proposed, large areas of the site will require grading. While some areas will require significant grading, a large contiguous area will be left undisturbed with the exception for minor disturbance required for the construction of pathways, primitive trails and an overlook. The area to be left undisturbed includes the hilltop and a majority of the forested area. Large and small retaining walls will be required throughout the development. The largest retaining wall will be located behind the Village Commercial District. It is stepped down and preliminary estimates show the height of the wall being approximately 40 feet in height at its highest point.

Grading will be required for the residential area; however, the majority of the area proposed for residential consists of open field; therefore, grading will not impact large amounts of existing trees.

Metro records indicate a stream along portions of the site adjacent to Highway 100. Buffers are shown on the plan as required. This listed stream is being studied and it may be determined that it does not qualify for a stream. The applicant is working with Metro Stormwater and buffers may be adjusted as needed and will be finalized on the final site plan.

Access, Parking Roadways and Sidewalks

Access to the Village Commercial District will be provided by a private drive from Highway 100. As proposed the drive will align with Westhaven Drive. Access to the residential district will be from a private drive from Pasquo Road. While a vehicular connection is not provided between the two development areas, pedestrian connections are provided. A vehicular connection was discussed; however, it was determined that the connection would require significantly more grading in areas with significant slopes. Because the connection would require significant grading along some of the steepest slopes, staff determined that the connection was not worth disturbing the slopes. Parking is provided on site and is consistent with current Metro parking requirements.

The Major and Collector Street Plan calls for 93 feet of ROW for Highway 100 and 51 feet of ROW for Pasquo Road. Both roads require additional ROW and the plan identifies areas for future ROW along Highway 100 and Pasquo Road. Public Works is recommending that Pasquo Road have a ROW of 60 feet. Because of the possibility of future development south of the site Planning has no issues with a 60 foot right-of-way; however, Planning does not feel that a continuous turn lane is appropriate and that bike lanes should be considered. The plan includes a Roadway Improvements Plan. Improvements include but are not limited to a traffic signal at the intersection of Highway 100 and Pasquo Road and the addition of turn lanes on Highway 100 and Pasquo Road. Improvements also include those required for Stephen's Village – East (see Case No. 2012SP-012-001).

The plan provides for future connections to the south. One connection is from the residential district and the other is from the Village Commercial District. These connections would be important to provide for better connectivity if the properties to the south of the site develop in the future.

The plan proposes an internal pathway system that will connect all parts of the development. Pathways include internal sidewalks, a future greenway, and primitive trails. Pedestrian connections are provided to both sections of Stephen's Village - East. The plan also provides for future connections to the Natchez Trace parkway, including a greenway connection and primitive trail connection.

Buffer Yards/Screening & Landscaping

A 20 foot wide class "C" buffer yard is proposed along the areas where development will be adjacent to AR2a zoned property. This includes a small section of area within the residential district along the southern property boundary. The plan proposes to utilize existing vegetation to fulfill the planting requirements and will also provide supplemental plantings as necessary. As proposed all buffer yards will be irrigated.

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Landscaping is proposed throughout the development. Landscaping is also shown in the step between the two retaining walls which make up the largest wall. The step design along with the landscaping will help make the wall not seem so massive.

An area of trees is being preserved along Highway 100 which will reduce visibility of the development from the highway. This is important because Highway 100 is classified as a scenic roadway. The area that abuts the Natchez Trace Parkway is to remain undisturbed except disturbance required for a natural trail. This will ensure that the development will have not negative impact on the Natchez Trace.

Signage

The plan calls for two free standing monument signs. The first sign will be at the entrance to the Village Commercial District along Highway 100. The second will be located at the entrance to the Residential District adjacent to Pasquo Road. The plan provides for building signage within the Village Commercial District. Permitted building signs include projecting and wall mounted.

Building Design

The plan provides conceptual elevations for the residential district. It provides conceptual elevations and architectural standards for the Village Commercial District. Standards include materials as well as more detailed standards.

Conclusion

As proposed, there are no major issues with the proposal. The plan meets several critical planning goals and is consistent with the site's land use policies. It is important to note that the policies for this site were just recently adopted by the Planning Commission with the update of the Bellevue Community Plan. During the update, the policies for the site were discussed in detail. As proposed the development will provide housing and services in an area that is predominately rural in character. The plan does this in a way that strikes a balance between rural and suburban character. Most importantly the plan preserves large contiguous areas of the hillside including steep slopes and forested areas; preserves the character along Highway 100; and is designed so that it will not have any negative impacts on the Natchez Trace Parkway.

STORMWATER RECOMMENDATION

Approve with conditions

- Add correct Access note to preliminary SP.
- Add note stating that full water quality treatment (80% TSS) will be obtained.

PUBLIC WORKS RECOMMENDATION

Public Works Comments will be available at the meeting.

Maximum Uses in Existing Zoning District: **CL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	0.61	0.6 F	15,942 SF	720	20	60

Maximum Uses in Existing Zoning District: **RS30**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	18.59	01.23 D	22 L	211	17	23

Maximum Uses in Existing Zoning District: **RS40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.96	00.93 D	2 L	20	2	3

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Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	13.15	0.5 D	6 L	58	5	7

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	-	-	119 U	845	63	84

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	5,400 SF	687	63	61

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	15,000 SF	680	20	58

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	6,000 SF	153	20	20

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	86 Rooms	768	38	45

Traffic changes between maximum: **CL, RS30, RS40, AR2a** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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SCHOOL BOARD REPORT

Projected student generation 6 Elementary 2 Middle 3 High

Schools Over/Under Capacity

Students would attend Harpeth Valley Elementary School, Bellevue Middle School and Hillwood High School. Of these, Buena Bellevue Middle School and Hillwood High School have been identified as being over capacity by the Metro School Board. There is capacity for high school students within the cluster but there is no capacity for middle school students within the cluster. This information is based upon data from the school board last updated October 2011.

Fiscal Liability

The fiscal liability of two new middle school students is \$47,000. This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends that the PUD cancelation be approved. Staff recommends that the zoning be approved with conditions and disapproved without all staff conditions.

CONDITIONS

1. Uses in the district shall be limited to the uses specified in the SP Development plan.
2. No drive thru facilities shall be permitted. Prior to Council approval a note to this effect shall be added to the development plan.
3. The maximum height of any monument signs shall not exceed six feet. Prior to Council approval a note to this effect shall be added to the development plan.
4. Prior to Council approval add access note and note stating that full water quality treatment (80% TSS) will be obtained as required by Metro Stormwater.
5. The developer shall work with Metro Greenways in coordinating specific details regarding the Natchez Trace Connector proposed along Highway 100. Prior to the approval of any final site plan, the developer shall offer the proposed greenway for dedication to Metro. Prior to final site plan approval Metro Greenways shall accept the greenway or Greenways shall relieve the project from this requirement. If Metro does not accept the proposed pathway for greenways, then the pathways shall remain open to public by access easements.
6. Council approved traffic conditions may be modified based on subsequent review and approval of a new Traffic Impact Study by the Metro Traffic Engineer and/or the Planning Commission.
7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

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9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapproved without all conditions. (9-0), Consent Agenda Resolution No. RS2012-123

"BE IT RESOLVED by The Metropolitan Planning Commission that 2012SP-013-001 is APPROVED with conditions and disapproved without all conditions. (9-0)"

CONDITIONS

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5. The developer shall work with Metro Greenways in coordinating specific details regarding the Natchez Trace Connector proposed along Highway 100. Prior to the approval of any final site plan, the developer shall offer the proposed greenway for dedication to Metro. Prior to final site plan approval Metro Greenways shall accept the greenway or Greenways shall relieve the project from this requirement. If Metro does not accept the proposed pathway for greenways, then the pathways shall remain open to public by access easements.
6. Council approved traffic conditions may be modified based on subsequent review and approval of a new Traffic Impact Study by the Metro Traffic Engineer and/or the Planning Commission.
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its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

The development proposal is consistent with the applicable land use policies and meets several critical planning goals.